

The Standard

No. 6,287

BUENOS AIRES—FRIDAY, JUNE 1, 1883.

XXIII. YEAR.

PARRY & Co.

Articulos Incomparables

72 Camisa La Patria
73 Corbata Marra (Chancas)
74 Corbata Marra (Chancas)
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VIDEN Y ALIEN LOS VERDADEROS PRODUCTOS

Se venden en todos los principales Almacenes.

The Standard

814 Sala andam uti vici non andam dicit.

FRIDAY, JUNE 1, 1883.

LATEST NEWS

FRANCIS TELEGRAMS.

The following columns of the latest news telegrams, from all quarters, is taken from our colleagues.

Rio 31.

Alencar, now Minister in Montevideo, will be sent to Buenos Aires to settle the Misiones Question.

Montevideo 31.

Montevideo arrived from Porto Alegre.

Rio Janeiro from Rio.

French steamer Mokta in sight.

Nacion denies new issue of Treasury Bills.

Dr. Blanco likely to join the Cabinet.

Bolsa very dull. Money abundant.

New company about to take up the Cuyabiro mines.

Rosario 31.

Rioja and Catamarca Relief Committee have collected 10,000 Bolivians.

Central Argentine Railway subscribed 1,000 pats.

Santa Fe railway station at Villa Castella commenced.

Governor Zavalla unlikely to recover. He is totally paralyzed.

BATIA BLANCA.

The frequency of weeks in the port of Bahia Blanca suggests the necessity of the Nat. Government adopting some measures to protect the navigation at the mouth of that immense bay, which in truth is of such vast dimensions that it may be termed more an arm of the sea than anything else. We would propose to the Minister that the first step is to put up a telegraph station at Monte Hermoso, connecting with the telegraph office in the town of Bahia Blanca, which would abolish the present ridiculous one-horse dispatch business carried on there, and which is unworthy of the important shipping trade at present carried on at that port. Even in Patagonia, which is a port of much less trade than Bahia Blanca, they have a telegraphic service between the mouth of the Rio Negro and the town of Patagonia. Another very desirable step, which we would impress upon the War Minister, is the urgent necessity of putting a light-ship at the first buoy, or at least a mast-head or something prominent to attract the attention of captains and show them from afar where the first buoy exists, as in that immense expanse of water it is very difficult for even the most experienced captain of our steamers to find the first buoy. How much more difficult is it not, for the ship captains of foreign vessels groping their way, for the first time, through the mouth of the bay, and with really nothing to guide them, save the hill top of Monte Hermoso? Concerning that Captain Hayward's description of the mouth of the bay we may prove useful, we give the following extract—

The bar forming the entrance to the Port Belgrano, begins at the eastern extremity of the bank known in Fitzroy's Chart as "the Northern" and whose situation, according to same, is Lat. 39 deg. 30 min. and Long. 61 deg. 35 min. West of Greenwich. Captain Fitzroy's description differs somewhat with regard to situation. The only mode of discovering the entrance is by a post erected on the top of Monte Hermoso. The Northern Bank is an immense sand-bank running nearly from South-East to North-West. Its Southern side forms one of the principal channels of the bay, and at its base, the channel at present buoyed, and the Northern one, which joins with Punta Tejeda, with the land the Monte Hermoso anchoring grounds. From its beginning to a distance of 6 miles in a Northerly direction, vessels drawing 15 feet can enter at low tide and in good weather. I would not advise any captain to enter here unless the weather is very good and he perfectly understands his position. Captain Fitzroy's Chart, but does not figure the Southern side of the bank a channel is situated which does not figure as such in Fitzroy's Chart, but as a kind of harbour formed by the junction of the "Northern" and "Gaucha" banks. Since the year 1833 when Fitzroy published his Chart, the positions have notably changed. The harbour does not at all low tide, and is a good passage at low tide for vessels drawing 10 feet and upwards.

However, this channel is not recommended as such, the great inconvenience being the heavy sea which is always to be met with, caused by the breakers on the Gaucha and Northern banks, and the strong current which the closed waters create; its margins are without a doubt, very visible at low tide, and its depth gradually diminishes as it approaches the bar.

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At the eastern extremity of the Gaucha bank runs a sand bank, whose depth rapidly diminishes, and whose proximity is known by the depth of its oozy bottom. The sea is constantly breaking over both sides of this channel, which naturally, even in fine weather, presents a threatening appearance. The eastern extremity of the Gaucha bank separates the principal channel of the bay, already described, and a slight deviation of the compass would be sufficient to mistake the road.

To-day this mistake would nearly be impossible. In the "Canal del Saco" the masts of the ponton "Manuelita" loom out of the water, and the main channel is buoyed.

The Gaucha bank forms two arms whose vortex constitute the Western extremity. One of these extends towards the east, some 3,500 metres, and the other towards the south-east, some 7,000 metres. The southern extremity of the south-east arm forms one of the margins of the main channel, and it is so free from rocks and shoals that at a half a cable's distance it measures 9 arms of water. A sailing vessel that has to tack, can come in as far as this; the sea always breaking over it, serves as a signal.

The confines of the eastern arm, with the large Northern Bank, the false channel of Monte Hermoso, is not so free of obstacles as the south-eastern arm, and the depth of water as it is approached diminishes rapidly.

Owing to the great length of Captain Hayward's paper we are obliged to stop here, but shall continue his description and remarks at our earliest leisure.

RAILWAY TO BOLIVIA.

Many projects have been presented to the Argentine Government for the construction of a railway from the terminus of the Central Northern Railway to the heart of Bolivia since 1879; the West Coast war gave much interest to schemes that were intended to neutralize the enterprise of the Chilian who sought to attract the trade of the Mediterranean Republic to the Pacific sea-board. Whilst the Chilian proposed several lines of railroad from the Interior of Bolivia to the ports on the Pacific, both Argentines and Bolivians were canvassing for the construction of a railroad from Tucuman to Tupiza, Lare and other important Bolivian towns.

The fate of these many schemes was foreseen; they have all dropped into the waste-paper baskets of the Government House. The parties who have been laudable efforts were not influential enough to drive a bill through Congress or the Cabinet. The Argentine Government, meantime, has been watching with interest the growth of commercial relations between this country and Bolivia, and the surprising advance of the transit trade with the neighboring republic. The figures last year showed that this transit trade represented a value of close on £2,000,000 sterling, the figure, if not true, of the trade of 1881.

The aim of the Argentine Government has been a constant effort to extend the Tucuman or Central Northern Railway to Salta and Jujuy, and thence to the confines of Bolivia. Before the completion of the actual extension, which is advancing very slowly, they can expect any energetic push to reach the heart of Bolivia. The Bolivian Government, although engaged in war, has financially suffered little or no loss, as there was little or nothing to spend; the dream, therefore, of a railway to the heart of Bolivia and built by the Bolivian Government is very far from realization. Bolivia has little credit, and whatever hopes the Argentine Government may entertain of the construction of a line to Chiquimayo or Tupiza, beyond the enterprise must necessarily rest on its shoulders, if not entirely, at least by far the greater part of it.

The Bolivian Minister in this city, Mr. Omito, and the Minister of Foreign Affairs, Dr. Plaza, have held a conference on the subject, and to all intents and purposes it appears that the Bolivian Government is most anxious to witness the completion of the line from Salta to the heart of Bolivia, and to the great convenience of a railway and preliminary arrangements for surveys and plans have already been made. All hope that the enterprise will be crowned with success, but years must elapse before we witness its realization.

The extension of the Central Northern Railway has only advanced twenty-five kilometres in one year, and at this increased speed in the works, the line will not reach Jujuy before ten years. Ten years hence, very probably, Bolivia will find itself in circumstances that may be more favourable than the present for the launching of a loan to secure the funds necessary for the completion of the line. The Argentine Government is too much occupied with the completion of local railroads to begin now the Bolivian railway, which will, no doubt, give a great impetus to the commercial relations and expansion to the trade of the Southern, and central parts of Bolivia. Under the present circumstances, merchandise is months and months on the way to Bolivia, and the freight expenses are exorbitant—if under such unfavorable conditions the present trade amounts to £2,000,000 sterling, what expansion may we anticipate when roads join both countries? The idea is excellent, but it is premature for the moment, and as we stated before, many years must elapse before we see the realization of a dream which depends on the credit of Bolivia and the capital that this Government can apply to same.

The Bolivian Railway, the Bahia Blanca and Chile Railway, the Bahia

Blanca and Nahuel-Huapi Railway, etc., etc., are great schemes that must be looked up in ministerial desks until the demands for capital on the land and the supply of capital on the other hand warrant the execution of schemes which at present, viewed in a most realistic light, are to say the least, premature.

THE NOVILO.

Happily for the interests of this country, our remarks on the Novillo, in Congress, have found some slight echo, and at the adjourned discussion of the Bill yesterday, the Free Meat export clause was passed; the language of the Bill being so general as to include meat of every kind, whether dried in the sun, salted, jerked, "charquado," frigorified, boiled down in pots, or baled, as they are now doing in Montevideo. Most of every class and description will from the beginning of next year go free of every export charge, and as there are vessels out here now preparing to load cargoes of mutton for Ledesma-street, London, we doubt not that the Minister of Hacienda will exempt those cargoes from all duties, and allow the meat to be shipped free without waiting for the beginning of the new year. We give at four "pases" of this most interesting debate, and note that the clause giving the exemption for a stated number of years will be passed at the next session. Congressmen at last awakening to the broad fact that the Novillo is one of the grandest of all staples which utilized and handled by science, but without which, we might have the camps covered with fat novillos, and yet all poor indeed, since we lacked the way, the means, and the means to utilize the best. There are at this moment six millions of fat "capones" in this Province for sale, and yet not a "grasera" working.

The following is the debate—

Deputy Calvo opened the debate and quoted numerous figures to show the expediency of allowing the products of the country to be exported free of duty, as was done in the United States, Australia and other countries that produced fat and raw wool.

He also dealt with the Constitutional aspect of the question, and claimed for Congress the right to pass laws affecting the Revenue at any time during the session. He would vote for the Committee's Bill, to exempt from payment all meat, no matter how preserved.

The Finance Minister said he did not challenge the right of Congress to pass laws, but he questioned the expediency of using the right in the present case, as he believed that the question was one that ought to be included in the Customs Law, and be part of a general financial plan. The Government had already announced its intention to suppress the export duties. He did not think it prudent to disorganize the Budget in the middle of the year by suppressing part of the taxes.

Deputy Galvez supported the Bill and said there was no danger as to the Budget, as the exemption of the slaughterers from the tax would only commence on January 1st 1884. He thought that no difference should be made, whether the meat was preserved by freezing or by salt.

Deputy Latorre Garcia also opposed all export duties. He would like to see the Constitution faithfully observed in reference to export duties, as it only allowed them to the year '66.

Deputy Leguizamón supported the Bill and said that the export tax was killing the slaughterers.

Deputy Achaval supported the Bill and said the law was suppressing the export tax for ten years was somewhat unconstitutional, as such taxes were naturally dealt with annually; he thought the exemption should be limited to our years.

Deputy Antiqua briefly supported the views of the Finance Minister.

The House then divided, and Art. 1 was passed by a large majority, the discussion of Article 2 being deferred till the next sitting.

LORD MAYOR ALVAREZ.

The Municipality of New York has presented Mr. Alvarez with a magnificent diploma, or copy of resolutions, beautifully engrossed on parchment, and signed by the Mayor of New York and with the Municipal seal; the whole enclosed in a costly Turkey velvet case, which shows how highly the New York Municipality appreciated the gold medal sent them by the Municipality of Buenos Aires.

Mr. Alvarez, we congratulate Mr. Alvarez on this worthy token of esteem which he may hand as a heirloom to his children. The following is a verbatim copy of this remarkable document—

AT A MEETING OF THE BOARD OF ALDERMEN OF THE CITY OF NEW YORK.

Held December 30, 1882, the following preamble and resolutions were unanimously adopted—

Whereas

His Honor, Torcuato de Alvarez, President of the Municipality of Buenos Aires, Argentine Republic, South America, has transmitted to His Honor, the Mayor of the City of New York, a Gold Medal, and accompanying document, in commemoration of the definite naming of the City of Buenos Aires, on the 6th of December, 1880, as the Capital of the Argentine Republic, thus completing the political organization of that nation, which medal is of great intrinsic value and historic interest. Now, therefore, be it

Resolved,

That the thanks of the Mayor, Aldermen and Commonality of the City of New York be, and they are hereby,

tendered to his Honor, Torcuato de Alvarez, President, and to the Municipality of Buenos Aires, for the beautiful gift, and be it

Resolved,

That said Medal and Document be deposited with the New York Historical Society, subject to the order of the Common Council, and be it further

Resolved,

That a copy of this preamble and resolutions be transmitted by His Honor the Mayor to the donor.

Signed,

WILLIAM SAUNDERS,

Acting Mayor.

FRANCIS J. TWOMEY,

Clerk of Com. Council.

SEAL

The Congo's Mails.

London, May 31.

The Earl of Northbrook in reply to a question in the House of Peers yesterday, said that the Admiralty and the War Office under consideration the recommendations of the Royal Commission for the defence of British possessions and commerce abroad.

In the House of Commons the Speaker having read a letter from Mr. Bradlaugh requesting to be called to the table to be sworn, informed that he awaited the instructions of the House.

Therewith Sir S. Northcote proposed to reaffirm the resolution of last session prohibiting Mr. Bradlaugh from taking the oath. Mr. Bradlaugh moved the "previous question," which Mr. Gladstone supported; but, after Mr. Bradlaugh had been allowed to speak at the bar in defence of his claim, Sir S. Northcote's resolution was carried by 271 votes to 165. A motion by Mr. Samuelson in favor of making the Railway Commission a permanent Court of Record and extending its powers was accepted by the Government.

A Washington telegram states that up to Thursday evening the British Legation in that city had received no despatches from England concerning the situation of Tynan, Sheridan, and Walsh.

It is announced from Victoria (British Columbia) that the steamship Grappler has been burned near Bute Inlet, and that 874 of her passengers have perished.

Recent advices from St. Petersburg hint at reductions of taxation, remissions of debts and fines due to the State, and pardons of criminals as likely to be decreed by the Czar upon the occasion of his coronation.

As at present arranged, the first formal meeting of the Conference a Quatre will take place at Vienna to-morrow afternoon.

Our Dublin correspondent states that information has been received at the Castle of the arrest at New York of Sheridan and Walsh, two of the founders of the "Invincible."

The Budget in the middle of the year by suppressing part of the taxes.

Deputy Galvez supported the Bill and said there was no danger as to the Budget, as the exemption of the slaughterers from the tax would only commence on January 1st 1884. He thought that no difference should be made, whether the meat was preserved by freezing or by salt.

Deputy Latorre Garcia also opposed all export duties. He would like to see the Constitution faithfully observed in reference to export duties, as it only allowed them to the year '66.

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Hotel Providence

29-Cangallo-29
Fine suite of Rooms for Families, excellent, attendance and cuisine of first order. One of the finest Hotels in town, and where visitors will find every home comfort.
Orders for Breakfasts, Dinners, Suppers, Lunches, etc., etc.

Hotel de la Paix

Corner of the Calles Cangallo and Reconquista
Englishmen and others visiting B. Aires, will find every home comfort at the Hotel de la Paix, which is the largest and best in the city.
Hygienic Life.
Reading-room.
Public Baths.
Charges are most moderate.
Ladies in European style, with room and attendance.

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Ladies in European style, with room and attendance.

HOTEL

Bonne Soupe

285-Piedad-285
En este Hotel se acaban de hacer importantes mejoras, Cuartos amueblados y Salones para familias, gran sala para banquetes. Se paga 10% por día.
Se reciben Pensionistas.

Colegio Negrotto

530-Cangallo-530
Director
Eduardo Negrotto.
Este establecimiento, en el que se preparan hoy 60 (sesenta) alumnos, para el Colegio Nacional, ofrece al crédito, que lo garantizan las autoridades, que se aplican los programas para el examen de ingreso en las escuelas de la Marina y Militar. Se da preferencia especial a los alumnos Ingleses y Franceses en sus clases.

Colegio del Plata

349-Calle Belgrano-349
Edgar C. Courtaux (Director)
Objeto: Enseñanza Teológica.
Comercial, social, University courses; preparation for the National Military and Naval Colleges.
The College language is English; the courses are also in French and Spanish.
Boards, half-boards and day pupils are received.
NOTE:—There are carriages for those who drive at a distance.

Holy Cross College

705-Corrientes-705
JAMES M. GRACE,
PRESIDENT
JAMES J. KELLY, Director.
L. BUEN JARDINERO

SEEDS OF ALL KINDS

Fresh and the latest. Crops in Europe
FRUIT TREES
Plants and Flowers
TREES

Movats and Streets

Grand collection of 500 varieties of
ROSE PLANTS
FLOUNDER BULBS
Verben, Impatiens, Rustic Tablets, trees
Flower Pots, etc.

Bruyere Earth

BOUQUETS MADE
Permanent Show of Select Plants
GUSTAVO HAMONET

Corralon Ingles

Juan E. Turner y Cia.
We have on sale a completely new stock of
Postes, 4-Postes and Estaciones
JOHNSON'S

IRON AND STEEL WIRES

WIRE
Of other well-known Brands
Barrillos de Wire, Wood, or
Doble T
PITCH PINE

WHITE AND SPRUCE PINE

CORRAL-RAILS
Palms, Canes, Rock Salt, Roman
and Portland Cement
Galvanized Iron and Zinc
LIME.

335-Mendoza-335

BOCA
Hall's Sheep Dip.

Albert Gebbie

Bege to advise his Customers, that he has now a large, and well selected stock of Goods on hand, both in the
DRAPERY

Grocery Department.

In the latter we would draw the attention of the Public to our
New Season's Tea.
A Superior Tea
(At \$15 per lb, per 15 lb. box)
And also a selection of Groceries, suitable for general use.

47, 49 & 53

DEFENSA
New Millinery
260-Calle Cangallo-260
Dresses and bonnets for ladies and children made according to last fashions at shortest notice.
Orders from town and country quickly and punctually executed.

Fabrica Inglesa

De Libros de Contabilidad.
129-Piedad-129
En este establecimiento comencé por su antigüedad y por su preferencia en la venta de sus libros. Se hallan en el presente, un gran surtido de libros en blanco de cuentas, papelería, y útiles de escritorio, de manufactura Inglesa.

FURNITURE

A good assortment always on hand at
W. B. MARTINDALE'S
140-Calle Esmeralda-144

London and River Plate Bank

(LIMITED)
LONDON, BUENOS AYRES,
MONTEVIDEO and ROSARIO

Authorized Capital, £2,000,000
Subscribed Capital, £1,000,000
Office in Buenos Ayres
CORNER OF CALLE PIEDAD AND RECONQUISTA.

Current Accounts opened with Commercial Firms and private individuals.
Customers have the advantage of having approved Bills discounted—of obtaining Loans upon Negotiable Securities, of Depositing Bills, Comptes, etc., for Collection—subject to a conventional Commission.

The Bank receives deposits either at sight, or for fixed periods, and pays interest on the principal daily. The Bank also issues Letters of Credit to parties travelling abroad.

Letters of Credit issued to parties for the purpose of purchasing Goods in Europe, the United States, &c., the terms of which can be ascertained on application to the Bank.

Parties wishing to bring out funds to the River Plate, can do so through the medium of the Bank's Chief Office.

N. 32 MOORGATE-STREET, LONDON, E.C.

AND ALL THE PRINCIPAL TOWNS IN ENGLAND, SCOTLAND, AND IRELAND.

Alexander
American
Antonia
Bologna
Florence
Genoa
Lyon
Madrid
Milan
Munich
Naples
Paris
Petersburg
Rome
St. Petersburg
Tientsin
Vienna
Zurich

And on many other towns in Italy

And on many other towns in France

And on many other towns in Germany

And on many other towns in Spain

And on many other towns in Portugal

And on many other towns in Greece

And on many other towns in Turkey

And on many other towns in Persia

And on many other towns in India

And on many other towns in China

And on many other towns in Japan

And on many other towns in Korea

And on many other towns in Siam

And on many other towns in Annam

And on many other towns in Cochinchina

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Banco de Italia

Rio de la Plata
98-CALLE DE LA PIEDAD-98

Capital en oro efectivo, \$1,500,000
Fondo de reserva y provisiones, \$2,000,000
30 de Junio de 1881, \$2,207,499.41

De los cuales se han pagado a los accionistas en moneda corriente:

En moneda corriente, \$1,000,000
En moneda de curso legal, \$500,000
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Banco Nacional

42-Reconquista-42
Hijos de oficina: De 10 a m. a 4 p. m.
y los Sabados hasta las 5 p. m.

Desde la fecha y hasta nuevo aviso la tasa de interes sera como sigue:

ABONAR
Sobre depósitos en oro, a la vista, 3 1/2 %
Idem en oro, a 90 días, 4 %
Idem en plata, a la vista, 3 1/2 %

Idem en moneda de curso legal, a la vista, 3 1/2 %
Idem en moneda de curso legal, a 90 días, 4 %
Idem en moneda de curso legal, a 180 días, 4 1/2 %

Idem en moneda de curso legal, a 270 días, 5 %
Idem en moneda de curso legal, a 360 días, 5 1/2 %
Idem en moneda de curso legal, a 450 días, 6 %

Idem en moneda de curso legal, a 540 días, 6 1/2 %
Idem en moneda de curso legal, a 630 días, 7 %
Idem en moneda de curso legal, a 720 días, 7 1/2 %

Idem en moneda de curso legal, a 810 días, 8 %
Idem en moneda de curso legal, a 900 días, 8 1/2 %
Idem en moneda de curso legal, a 990 días, 9 %

Idem en moneda de curso legal, a 1080 días, 9 1/2 %
Idem en moneda de curso legal, a 1170 días, 10 %
Idem en moneda de curso legal, a 1260 días, 10 1/2 %

Idem en moneda de curso legal, a 1350 días, 11 %
Idem en moneda de curso legal, a 1440 días, 11 1/2 %
Idem en moneda de curso legal, a 1530 días, 12 %

Idem

